

BookletChart™

Pensacola Bay

NOAA Chart 11383

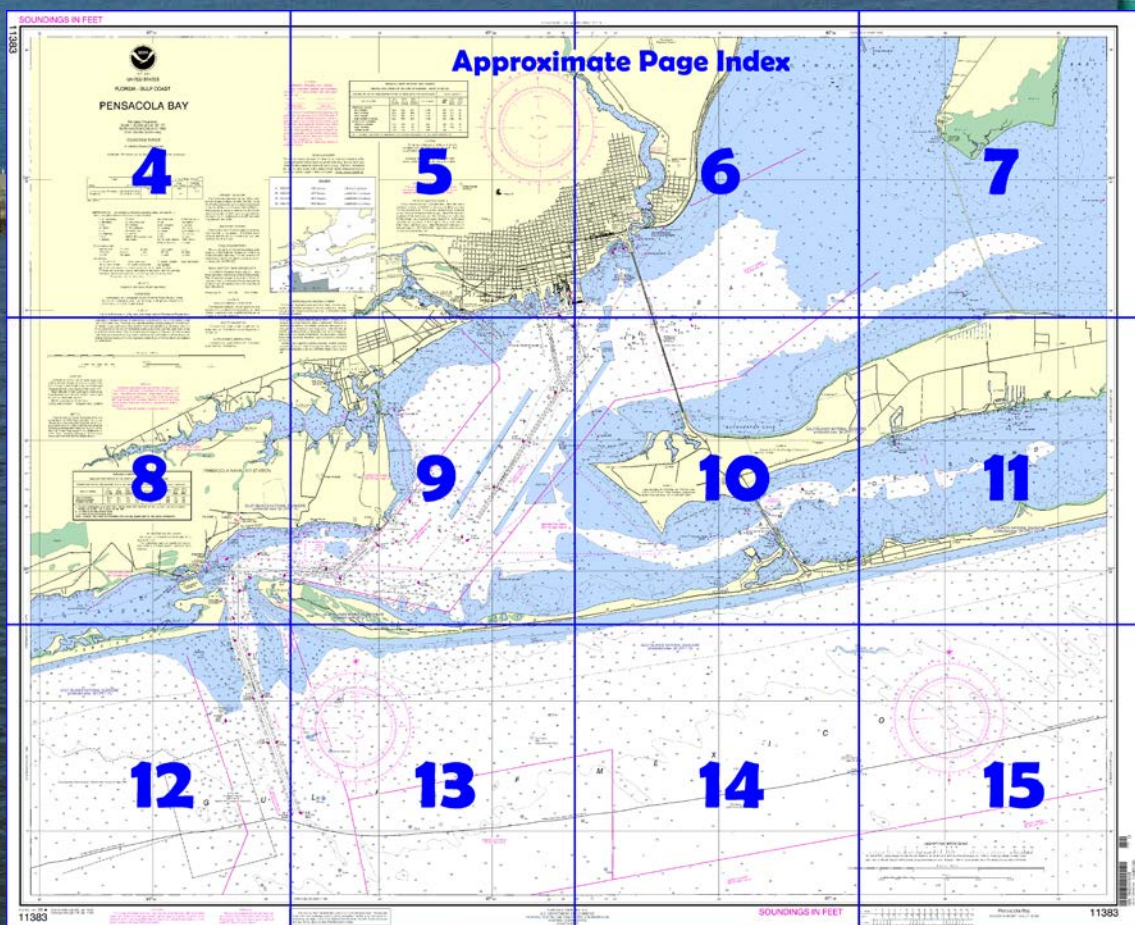


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

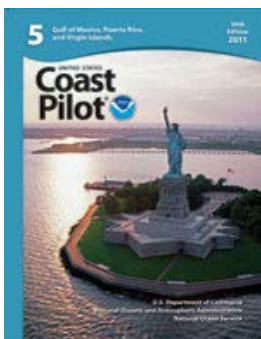
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11383>



[Coast Pilot 5, Chapter 9 excerpts].

Bay Channel extends NE for 4 miles to two parallel channels, **West Channel** and **East Channel**, that lead N to **Inner Harbor Channel**, along the wharves at Pensacola. Project depth in these channels is 33 feet. **Bayou Chico Channel** is a channel that leads from the bay to a turning basin 1 mile above the entrance to the bayou. A Federal Project provides 15 feet through the entrance channel, thence 14 feet in the inner channel and turning basin.

The channels are marked by lighted ranges, lights, daybeacons, and lighted and unlighted buoys.

Anchorage.—Vessels should anchor in the Pensacola Anchorage, E of the Safety Fairways. In addition, good anchorage can be found in any part of the bay except S of the naval air station. Inside Pensacola Bay, the usual anchorage is off the city of Pensacola where the holding ground is good.

Dangers.—East Bank and Middle Ground form an extensive shoal area that extends 1.6 miles S from the W end of Santa Rosa Island. **Caucus Shoal**, with depths of 2 to 18 feet, extends 1.5 miles S from the W side of the entrance. Because of shoaling on the E side of the entrance, large vessels are advised to navigate as close as possible to the range line. Shoaling was reported at the entrance to the bay between Buoy 7 and Lighted Bell Buoy 12.

A **restricted area** and a seaplane **restricted area** are in Pensacola Bay.

Currents.—The diurnal velocity of the tidal current in Pensacola Bay Entrance in midchannel is about 1.7 knots at strength, although currents of up to 8 knots have been reported in the entrance and up to 5 knots at the Pensacola Naval Air Station pier.

In Caucus Cut, for 2 hours at the strongest of the ebb, the normal current has a velocity of 2 to 2.5 knots, setting SE somewhat across the channel in the vicinity of Fort Pickens. The flood has less velocity and sets along the channels. The flood has greater velocity following a norther than at other times.

Vessels should approach the harbor through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.)

In July 1984, an obstruction was reported in the coastwise safety fairway about 5 miles SE of Caucus Channel entrance in about 30°14'20"N., 87°12'00"W. Several other submerged obstructions are in the fairway about 3.5 miles S of the channel entrance.

Anchorage.—Vessels should anchor in the Pensacola Anchorage, E of the Safety Fairways. (See 166.100 through 166.200, chapter 2.) In addition, good anchorage can be found in any part of the bay except S of the naval air station. Inside Pensacola Bay, the usual anchorage is off the city of Pensacola where the holding ground is good.

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A naval **restricted area**, a **restricted area**, and a seaplane **restricted area** are in Pensacola Bay. (See 334.775, 334.778 and 334.780, chapter 2, for limits and regulations.)

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In Caucus Cut, for 2 hours at the strongest of the ebb, the normal current has a velocity of 2 to 2.5 knots, setting SE somewhat across the channel in the vicinity of Fort Pickens. The flood has less velocity and sets along the channels. The flood has greater velocity following a norther than at other times.

Pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade if drawing over 6 feet.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans	Commander	
	8th CG District	(504) 589-6225
	New Orleans, LA	

Table of Selected Chart Notes

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.717" northward and 0.106" eastward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Pensacola, FL	KEC-86	162.40 MHz
---------------	--------	------------

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24 nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

FLORIDA - GULF COAST

PENSACOLA BAY

Mercator Projection
Scale 1:30,000 at Lat. 30° 22'North American Datum of 1983
(World Geodetic System 1984)SOUNDINGS IN FEET
AT MEAN LOWER LOW WATERAdditional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Pensacola	(30°24'N/087°13'W)	1.3	1.2	0.0
Pensacola Bay entrance	(30°20'N/087°19'W)	1.1	1.0	0.0

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Aug 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT LD light-house	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SL M static miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
R flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

HEIGHTS

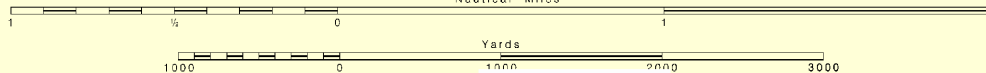
Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE X

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SCALE 1:30,000
Nautical Miles

Joins page 8

CAUTION
SUBMARINE PIPELINES
Charted submarine pipeline
cables and submarine pipeline
are shown as:

Pipeline Area

Additional uncharted submarine cables may exist on this chart. Not all submarine cables are required to be shown on this chart. Those that were originally become exposed. Mariners caution when operating vessels in the area of pipelines and cables may be exposed. Covered wells may be indicated by unlighted buoys.

The outlined areas represent survey information that has been obtained in this diagram by the U.S. Army Corps of Engineers. Not shown on this diagram.

HORIZONTAL DATUM

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Pensacola, FL KEC-86 162.40 MHz

CAUTION

BASCULE BRIDGE CLEARANCES

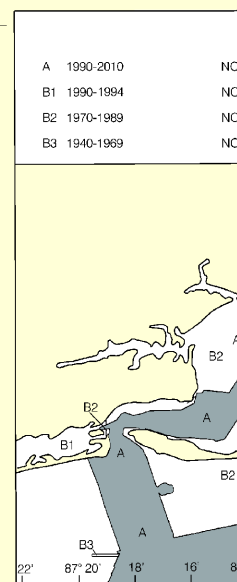
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.



HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and severe weather can cause considerable damage to navigation and moored vessels, and in unknown locations.

Charted soundings, channel depths, and other information may have been damaged or destroyed by hurricanes and tropical storms. Mariners are urged to exercise caution when navigating in the area of hurricanes and tropical storms.

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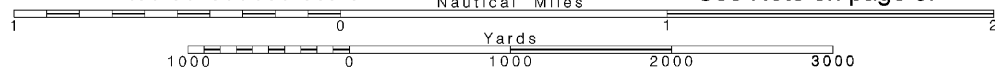


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.



16'

87° 14'

13'

45'

30'

15'

12'

50'

ON
ES AND CABLES
elines and submarine
eline and cable areas

Cable Area

ubmarine pipelines and
xist within the area of
ne pipelines and sub-
red to be buried, and
ily buried may have
rs should use extreme
vessels in depths of
r draft in areas where
ay exist, and when
trawling.

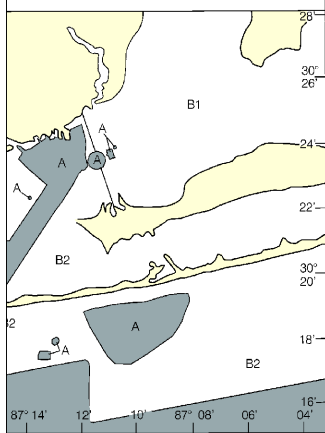
marked by lighted or

SOURCE DIAGRAM

ent the limits of the most recent hydrographic
been evaluated for charting. Surveys have been
date and type of survey. Channels maintained
Engineers are periodically resurveyed and are
Refer to Chapter 1, United States Coast Pilot.

SOURCE

IOS Surveys full bottom coverage
IOS Surveys partial bottom coverage
IOS Surveys partial bottom coverage
IOS Surveys partial bottom coverage



TROPICAL STORMS
and other major storms may
to marine structures, aids to
s, resulting in submerged debris

depths and shoreline may not
ng these storms. Fixed aids to
aged or destroyed. Buoys may
arted positions, damaged, sunk,
e inoperative. Mariners should
eration of an aid to navigation.
ctions may have been displaced
s may have become uncovered

ise extreme caution and are
navigation discrepancies and
rest United States Coast Guard



PENSACOLA HARBOR AND BAYOU CHICO CHANNELS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2011 AND SURVEY OF AUG 2011						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
PENSACOLA HARBOR	33.0	33.0	33.0	8-11	300	2.7
BAY CHANNEL	27.4	27.4	27.8	8-11	300	1.3
WEST CHANNEL	31.0	32.2	30.1	8-11	300	0.8
EAST CHANNEL	28.2	27.3	23.3	8-11	500	0.9
BAYOU CHICO CHANNELS						
ENTRANCE CHANNEL	15.0	15.0	13.8	7-11	100	0.8
INNER CHANNEL	14.0	14.0	11.9	7-11	75	1.1
TURNING BASIN	7.1	10.2	9.2	7-11	500	-

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

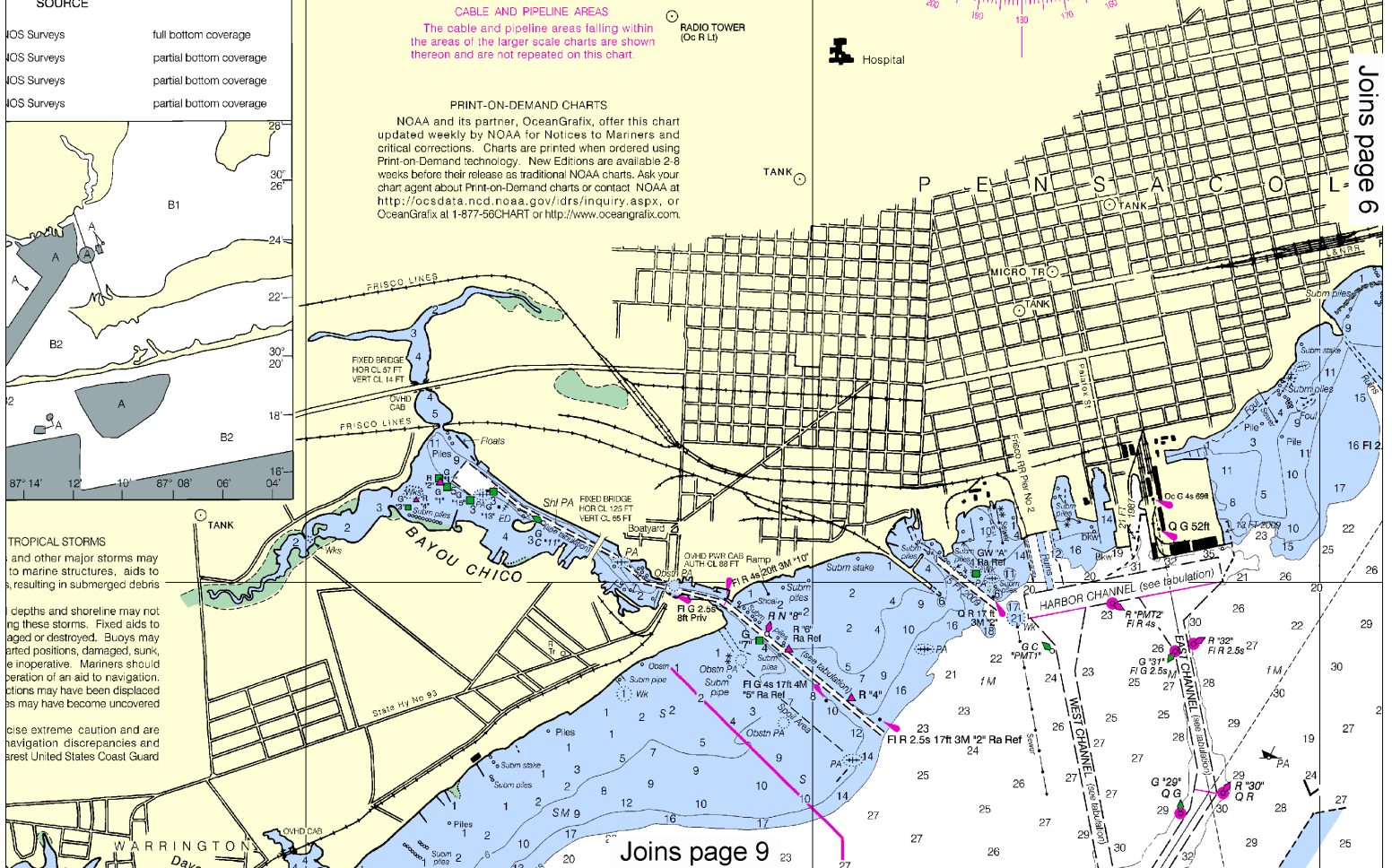
For Symbols and Abbreviations see Chart No. 1

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdta.ncd.noaa.gov/dfs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



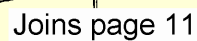
Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:42857. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5

CONTINUED ON CHART 11382



7

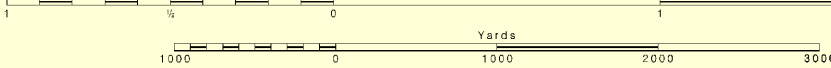
AUTHC Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Pensacola, FL KEC-86 162.40 MHz

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SCALE 1:30,000
Nautical Miles



CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Mobile, Alabama.

Refer to charted regulation section numbers.

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

HURRICANES AND T

Hurricanes, tropical storms cause considerable damage to navigation and moored vessels, in unknown locations.

Charted soundings, channel of reflect actual conditions following navigation may have been damaged have been moved from their chart extinguished or otherwise made not rely upon the position or open Wrecks and submerged obstructions from charted locations. Pipelines or moved.

Mariners are urged to exercise requested to report aids to navigation hazards to navigation to the nearest unit.

PENSACOLA HARBOR ENTRANCE CHANNEL									
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2012 AND SURVEY OF JAN 2012									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS				
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)	DEPTH (FEET)
CAJOU CHANNEL	35.0	35.0	35.0	35.0	11-10, 1-12	A500	3.1	A35	
BARRACANAS CHANNEL	35.0	35.0	35.0	35.0	10-11, 1-12	A500	1.7	A35	
PICKENS CHANNEL	43.6	45.5	45.5	45.5	1-09/10	A500	2.8	A35	

A. PROJECT DIMENSIONS OF 44 FEET FOR A WIDTH OF 800 FEET PROVIDED BY THE U.S. NAVY. AUTHORIZED USAGE PROJECT IS 35 FEET FOR A WIDTH OF 500 FEET.

B. EXCEPT FOR A 43 FT OBSTRUCTION REPORTED BY AN NOS SURVEY AT 30°19'57.7" N, 087°16'39.2" W.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

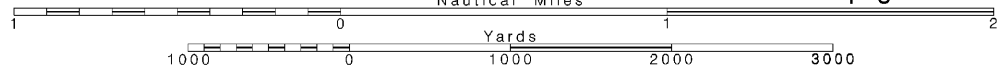
INTRACOASTAL WATERWAY

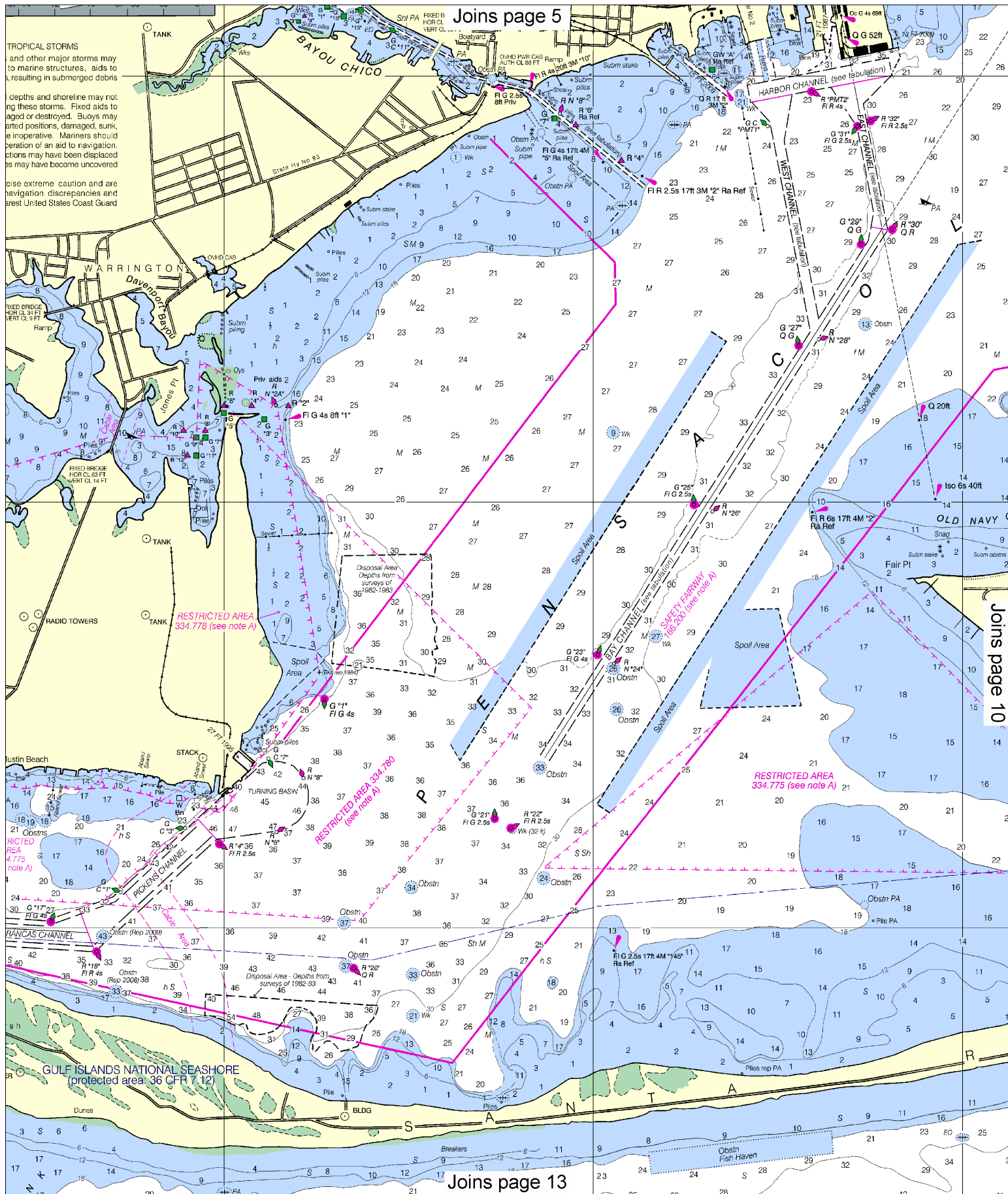
The project is 12 feet from Carrabelle, FL to Brownsville, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Joins page 12

PENSACOLA NAVAL AIR STATION

GULF ISLANDS NATIONAL SEASHORE
(protected area: 36 CFR 7.12)





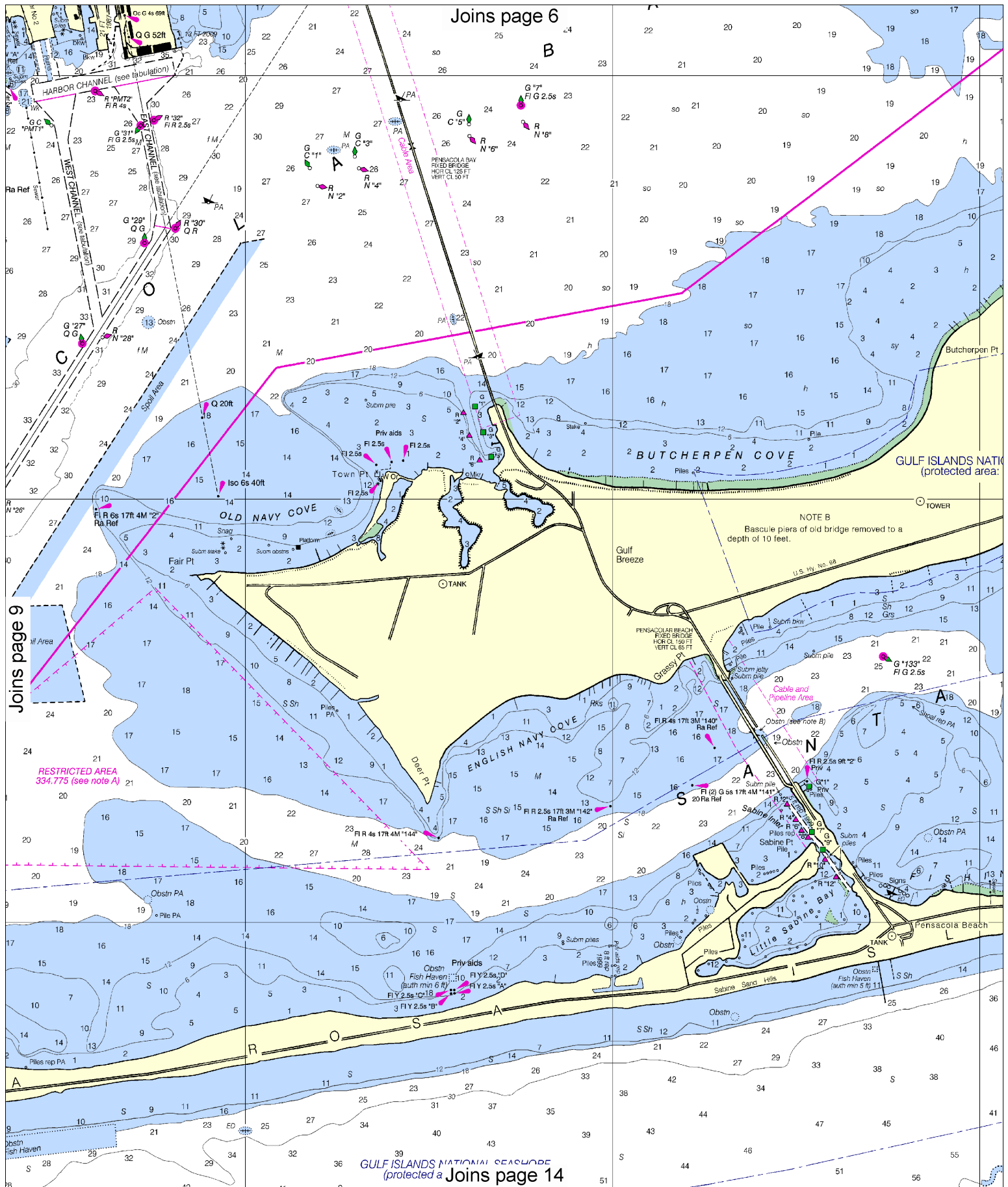
TROPICAL STORMS
and other major storms may
to marine structures, aids to
navigation, resulting in submerged debris

depths and shoreline may not
reflect these storms. Fixed aids to
navigation may be aged or destroyed. Buoys may
be inoperative. Mariners should
exercise caution and are
navigation discrepancies and
United States Coast Guard

Joins page 5

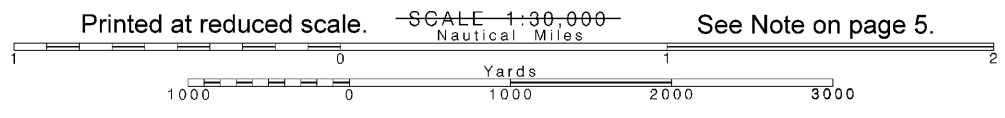
Joins page 10

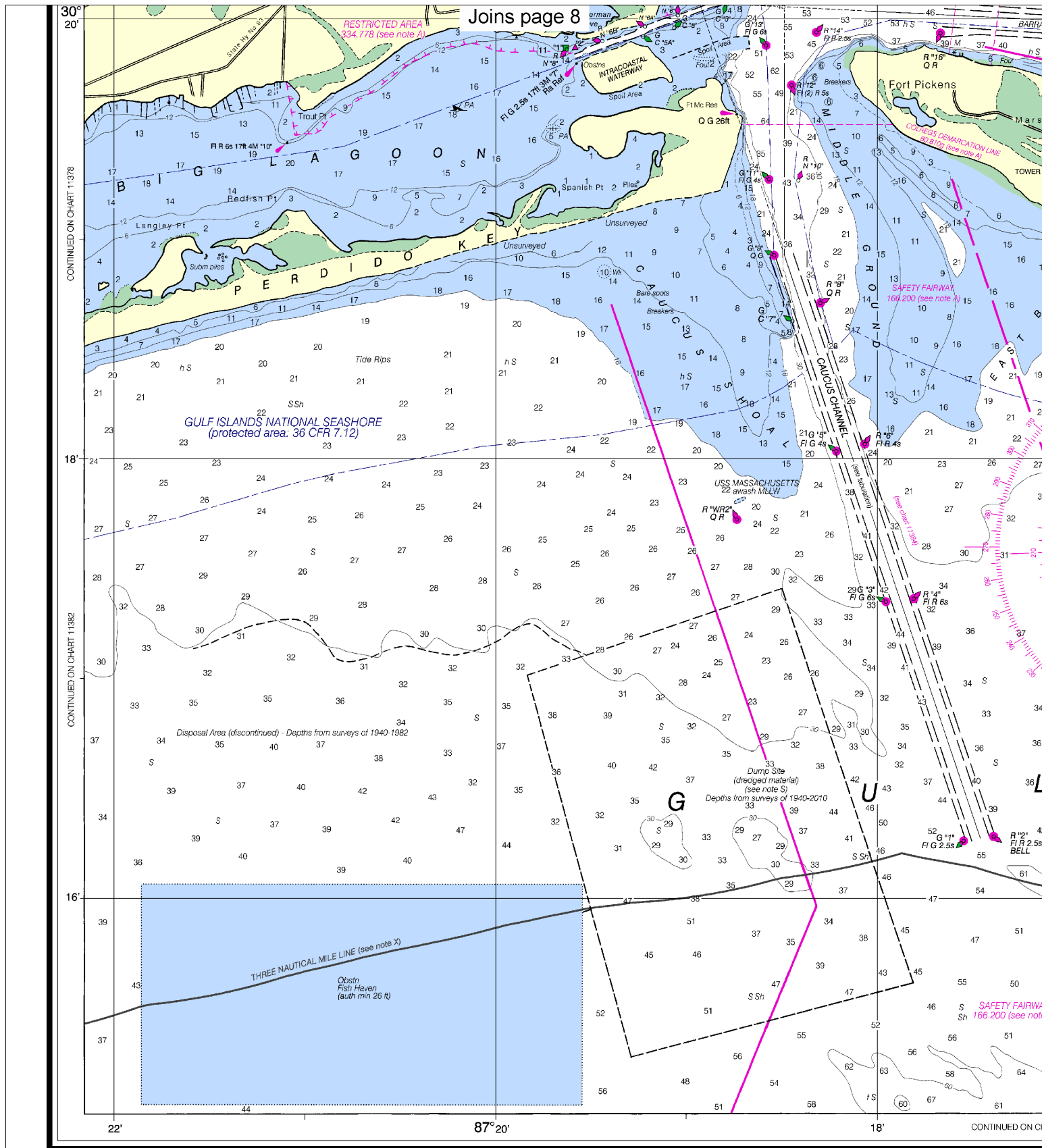
Joins page 13



10

Note: Chart grid lines are aligned with true north.





53rd Ed., Sep./ 12 ■ Corrected through NM Sep. 22/12
Corrected through LNM Sep. 18/12

11383

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

This nautical chart is published by the U.S. Coast Guard, U.S. Navy, and NOAA, and is intended for use by the U.S. Coast Guard, U.S. Navy, and NOAA.

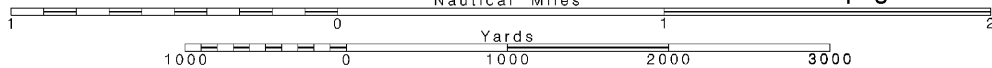
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.



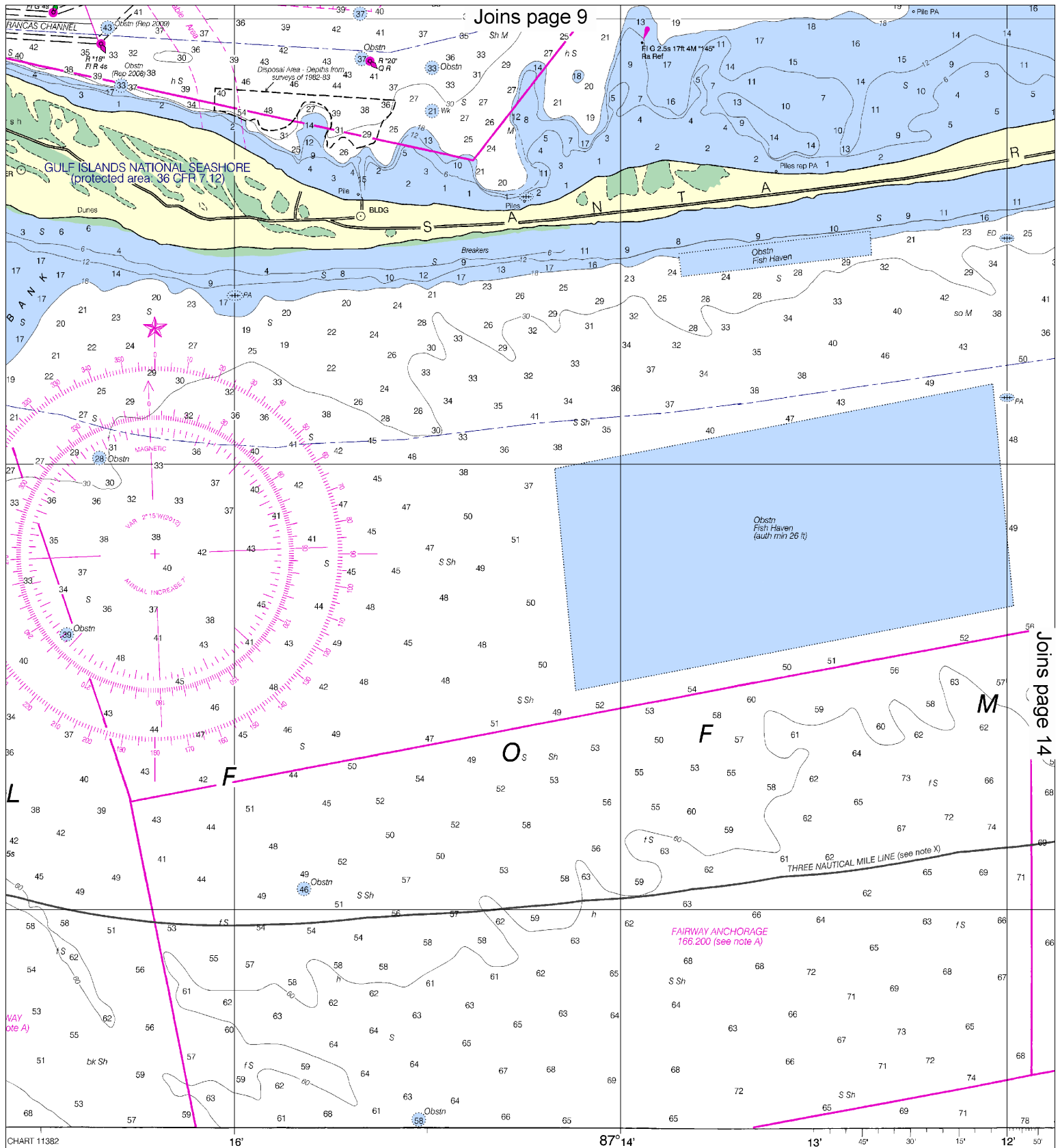


CHART 11382

16'

87° 14'

13' 45' 30' 15' 12' 50'

Published at Washington, D.C.

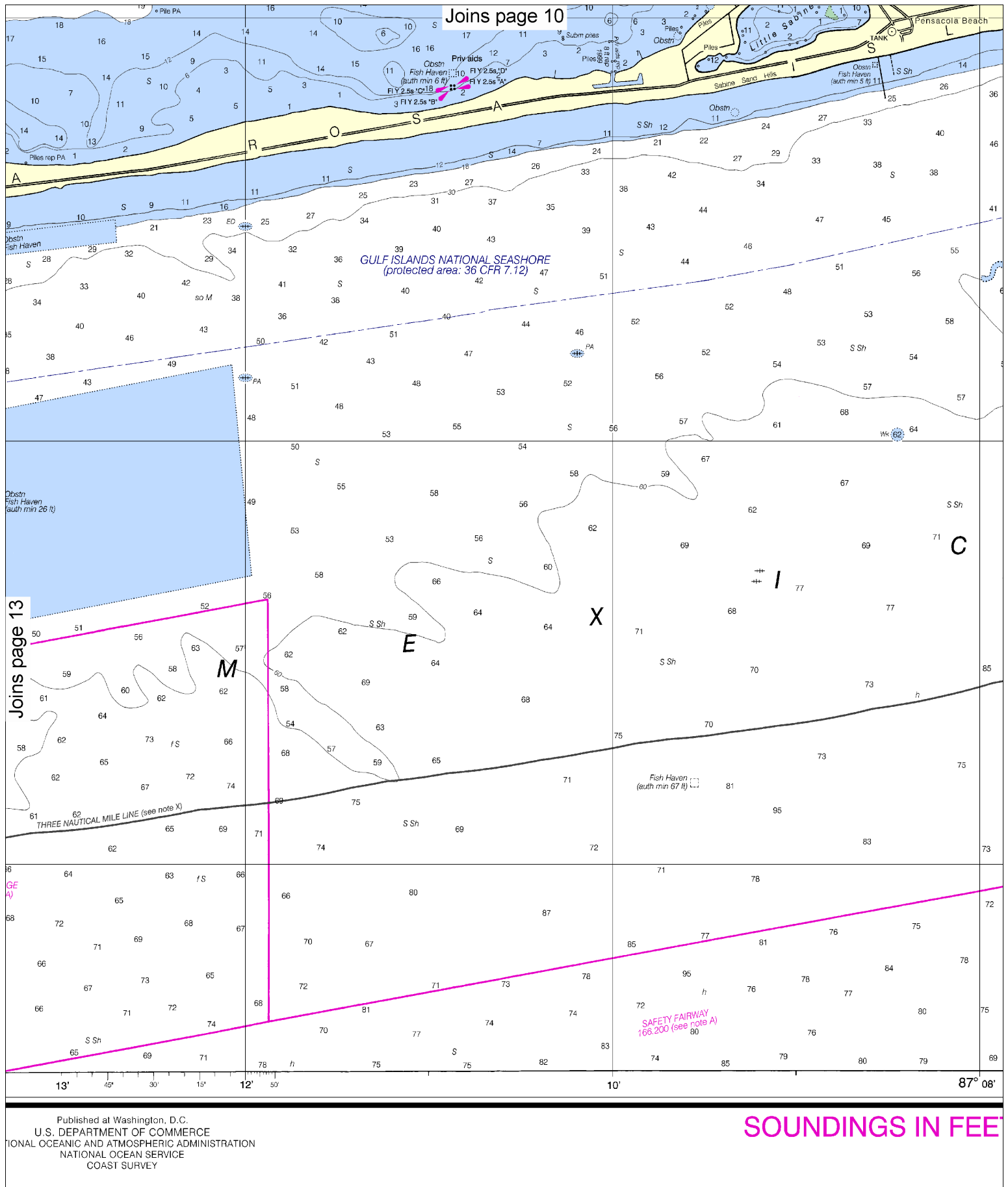
U.S. DEPARTMENT OF COMMERCE

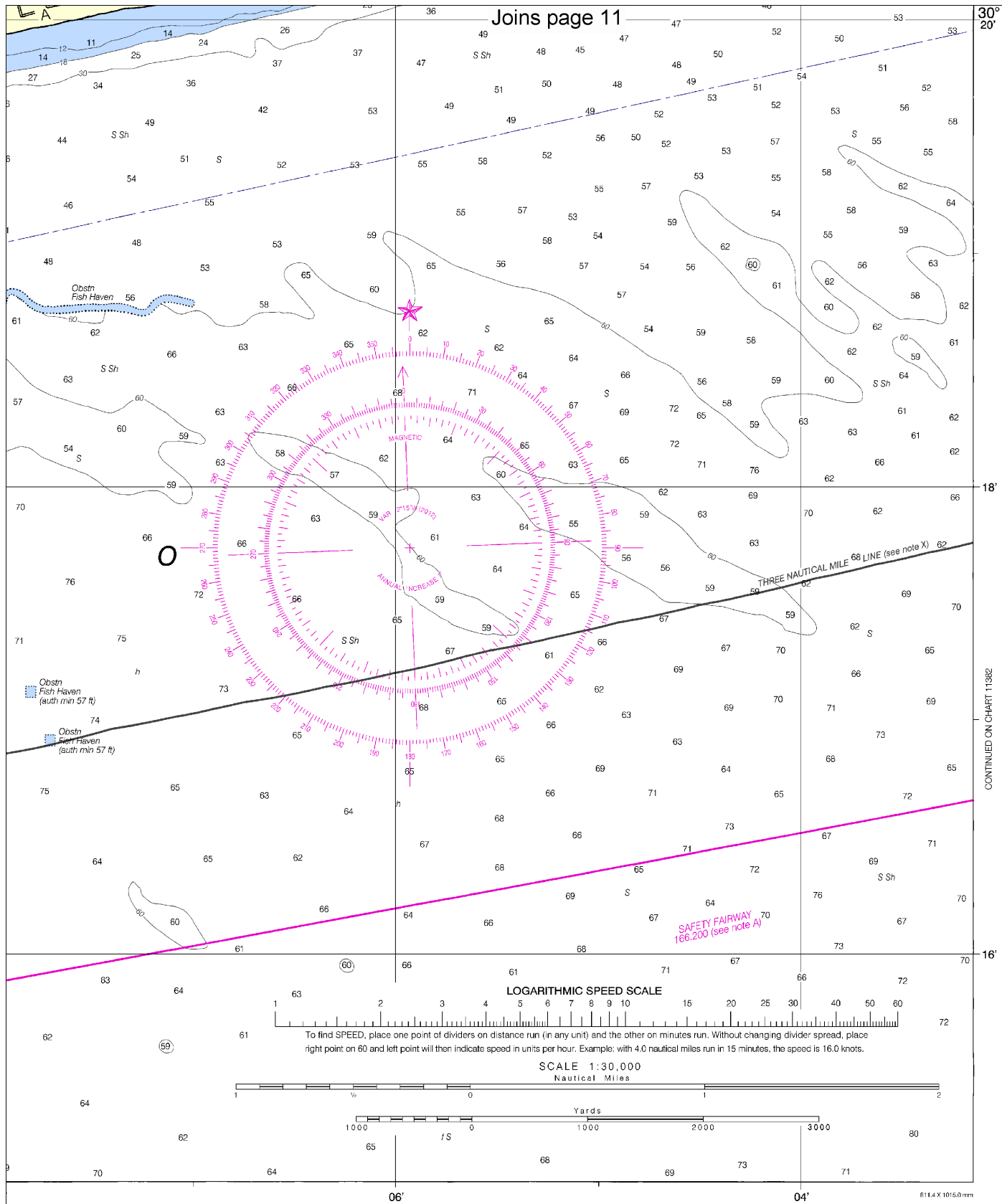
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

NATIONAL OCEAN SERVICE

COAST SURVEY

chart has been designed to promote safe navigation. The National encourages users to submit corrections, additions, or comments for art to the Chief, Marine Chart Division (N/CS2), National Ocean Silver Spring, Maryland 20910-3282.





CONTINUED ON CHART 11382



ED. NO. 53



NSN 7642014010138 NGA REFERENCE NO. 11A-HA11383

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Pensacola Bay
SOUNDINGS IN FEET - SCALE 1:30,000

11383



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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